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PUBLISHED EVERY  
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of Hongkong and the  
Far East.  
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# The China Mail

ESTABLISHED 1842

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No. 16,607.

號二月八年六十百九千壹第

HONGKONG, WEDNESDAY, AUGUST 2, 1916.

辰丙大歲年五國民華中

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**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
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TEL. 618

### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.  
Chapman, V.D.

JOINED.  
Pte. C. H. Watkins having joined is  
allotted Corps No. 2017 and posted to  
Squad Coy. (No. 4 Section).

DESIGNED.  
Pte. J. C. Castillo is permitted to  
resign with effect from 28.7.16.

STRUCK OFF.  
Pte. P. S. L. Bennett is struck off the  
strength of the Corps from 3.8.16.

ARTILLERY BATTERY.  
No. 1 and No. 2 Sections Artillery  
Battery will parade on Thursday, 3rd  
instant, at 5.30 p.m. at Headquarters in  
drill order with haversack, waterbottles  
and 150 rounds ball.

### HONGKONG POLICE RESERVE.

#### PATROL DUTY.

The A.P.D. Order is again published  
for the convenience of members.  
No excuse of any kind will, in future  
be accepted for absence from or unpunctu-  
ality in attending Police duty, unless  
intending absentees, (a) obtain the  
certificate of the Surgeon Superin-  
tendent or such other emergency  
medical certificate as the Surgeon  
Superintendent may subsequently deem  
sufficient, or (b) provide an efficient and  
unpaid substitute, or (c) in person  
satisfy the Officer in Charge of the Charge  
Room that illness makes it impossible  
for him to perform the duty.

#### AUGUST 4TH.

The following units of the Police  
Reserve will parade on the above date  
for a Route March:-  
Band, Nos. 1, 2 and 3 Companies, Am-  
bulance Platoon, Mounted and Motor  
Patrols and Maxim Gunners. Fall in  
in Column of Platoons on the Plaza near  
Queen's Statue at 6 p.m. sharp. (Uni-  
form with Helmets and Rifles.)  
All patrolmen except Water Police  
will attend.  
The Police Reserve Band will fall in  
at the same place at 5.30 p.m.

F. C. JENKIN,  
D.S.F. (R.).



### NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended date of departure,  
giving name, nationality, age, sex, height,  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hours of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

### THE LONDON DIRECTORY.

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ENABLES traders throughout the World  
to communicate direct with English  
MANUFACTURERS & DEALERS  
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complete commercial guide to London and  
its suburbs, the Directory contains lists of  
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with the Goods they ship, and the Colonial  
and Foreign Markets they supply.

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Hongkong, July 28, 1916.

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 8.10 p.m. Every 10 minutes.

##### SIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

##### SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12 Noon Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

##### NIGHT CARS as on Week Days.

##### SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the  
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Season and punch tickets available for  
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in application at the Company's Office.  
No Season Tickets will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Compost order  
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'VICTORIA' J. WITCHELL,  
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CLOSE TOUCH WITH THE  
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THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,

and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.,

TOTAL FUNDS as 31st December, 1914,  
£33,917,397.

Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

Reserve Fund £1,062,500

Life and Annuity £1,141,500

Revenues Fire Branch £1,351,456

Life and Annuity £1,141,500

Revenues Marine Department £37,249

Other Receipts £475,940

£25,339,223

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are made to meet  
the claims under the respective Depart-  
ments of the Company's Business.

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Agents.

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AND

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In Bags of 275 lbs. bag.

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#### HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG.

#### WEDNESDAY, 2nd AUGUST.

8 A.M. 'HEUNGSHAN' 5 P.M. 'HONAM'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

#### THURSDAY, 3rd AUGUST.

8 A.M. 'HONAM' 5 P.M. 'HEUNGSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer (available also for Return by day Steamer) \$3.00

Return Fare by Night Steamer (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 8.00

#### HONGKONG-MACAO LINE

S.S. 'TAISHAN' Tons 2006 S.S. 'SHUI TAI' Tons 1851

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 2 P.M.

#### EXCURSION TO MACAO

SUNDAY, 6th AUGUST.

The Company's Steamship, "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

7.30 A.M. and from Macao at 11 A.M. a steamer from Macao on Sunday morning at

Wharf.

#### CANTON-MACAO LINE.

S.S. 'SHUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMSHIP CO., LTD. THE CHINA NAVIGATION CO., LTD.

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

#### CANTON-WUCHOW LINE

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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 5 A.M. and the other leaves Wuchow for Canton at the

same days at 8.30 A.M. Round trips take about 3 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers 'LINSHAN' and

'SHANSHU'. These vessels have superior food and accommodation and are lighted

throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted), 9 A.M. to 6 P.M.

Further particulars may be obtained at the Office of the

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Referrals furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

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HIGHEST GRADE  
BRITISH MADE

Bournville Cocoa represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
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is second to none in any respect.

Medal Awarded, March 1912

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# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE WESTERN FRONT.

#### ALLIES PUSHING ON.

LONDON, Aug. 1. General Sir Douglas Haig reports that the general situation is unchanged. North of Bazentin-le-Petit we repulsed a hostile attack. Heavy mutual artillery firing continued the night long.

PARIS, Aug. 1. A correspondent says the Allies are now attacking on a front of eight miles from Delville Wood to the river near the village of Clery. The Germans are fighting most desperately to hold positions which they know to be most important. Their situation is critical, especially at Guillemont where picked troops were ordered to be killed to the last man rather than yield their positions.

The first Allied results are most satisfactory. The railway from Comblès to Peronne which supports the Germans' main defence has broken down at several points. The fewness of the German prisoners testifies to the fury of the battle.

LATER. A communiqué says:—The enemy made no new attacks north of the Somme.

Two enemy attempts in the region of Lihons after a violent bombardment failed under our fire.

There has been a most violent artillery combat at Thiaumont, and a bombardment with heavy shells at Fain Wood and La Laiterie.

Two German aeroplanes were brought down.

### THE LIQUIDATION OF ENEMY FIRMS.

#### GERMAN REPRISALS.

AMSTERDAM, August 1. A telegram from Berlin states that as a reprisal for the British liquidation of German enterprises, the Chancellor is arranging for the compulsory liquidation of enterprises whose capital is mostly British or which are managed and supervised from Great Britain. The liquidations can extend to a firm's branches and to its ground and property, as well as to the investments of British subjects.

### THE AIR-RAID ON ENGLAND.

#### A LUDICROUS GERMAN FABRICATION.

LONDON, August 1. Unofficial reports state that several Zeppelins visited Norfolk. There were many explosions, but no casualties and no damage has been reported up to the present. Two explosive and three incendiary bombs were dropped in a Cambridgeshire town, but no damage was caused. No bombs were dropped in Lincolnshire or Huntingdonshire.

Unofficial details of the Zeppelin visit mention that at a South-East coast town the residents, hearing anti-aircraft guns firing, thronged the streets. A Zeppelin could be plainly seen lit up by searchlights, but it did not approach the town. It was apparently struck by a shell as it descended a considerable distance and afterwards disappeared in the darkness. Three aerial torpedoes were seen fired.

LATER. It is officially announced that there were no casualties caused by the raid of German aeroplanes.

LATER. A German Admiralty communiqué says that Zeppelins last night attacked London. This is a ludicrous fabrication.

### FIELD-MARSHAL FRENCH'S REPORT.

Field-Marshal Viscount French reports that owing to mist and the great height at which the Zeppelins flew it was difficult to determine their number. There were at least six, and probably seven. About six bombs have been found. One incendiary was dropped by aircraft and another by a Zeppelin. It was seen to drop low and disappear in the mist.

### THE PROGRESS OF THE RUSSIANS.

#### PURSUE THE RETREATING ENEMY.

#### RUSSIANS SWIM ACROSS A RIVER AND CAPTURE PRISONERS.

LONDON, Aug. 1. The Times Correspondent at the Russian Headquarters on the Stokhod says the Russians are six miles beyond the River and are meeting with stubborn resistance, but this is probably a rear-guard action as balloons report that the roads towards Kovel are black with retreating troops. The country is flat and marshy, and the sluggish Stokhod oozes amidst water lilies. Yet the Russians forced through mazes of barbed wire sunk in the water.

PETROGRAD, Aug. 1. An official statement says: Our gallant troops swam across the river Koropetz, north-west of Brody, the enemy having destroyed the bridges, and captured upwards of a thousand Austrians and Germans.

#### TURKISH ADVANCE ON SUEZ CANAL.

#### A FUTILE ENTERPRISE.

LONDON, Aug. 1. Reuter's Correspondent in Egypt says the Turks are advancing cautiously towards Kanatra on the Suez Canal. They number 12,000. It is difficult to understand the object of the advance, 110 miles from their base. They are not likely to get much farther. The Australian Light Horse are doing splendid work driving in the Turkish outposts and capturing prisoners.

#### THE ITALIAN FRONT.

LONDON, August 1. An Italian communiqué states: Enemy attacks at Monte Cimone and Cetti Communi and in the Tosana area have been repulsed. We counter-attacked at Tosana and inflicted heavy loss.

#### PENSIONS FOR CAPTAIN FRYATT'S WIDOW.

LONDON, August 1. The Government has granted Mrs. Fryatt (widow of Captain Fryatt whom the Germans have executed) £100 a year in addition to the pension to which she is already entitled under the Government compensation scheme.

#### THE GREAT EASTERN RAILWAY CO. GIVES HER A LIFE ANNUITY OF £250.

#### BRITISH INTERNED IN NEUTRAL COUNTRIES.

LONDON, August 1. In the House of Commons, Lord Robert Cecil stated that there were 1,855 British Naval men and 474 belonging to the Army interned in neutral countries, including 1,592 Naval men in Holland.

#### THE COMMISSIONS OF INQUIRY.

LONDON, August 1. Mr. Asquith proposes that Admiral Sir W. H. May and Field-Marshal Sir William G. Nicholson shall be members of the Dardanelles Commission, and Admiral Sir Cyprian Bridge and General Sir Neville Lytton members of the Mesopotamia Commission.

#### LATER.

The House of Commons has agreed to the appointment of Naval and Military representatives on the Dardanelles and Mesopotamia Commissions as mentioned this morning.

#### THE DOUBLE INCOME TAX.

LONDON, August 1. The Committee of the Association in opposition to the payment of double income-tax, reports that it is impossible to secure any further concession from the Government, and recommends that the Association should "see that the matter is remedied at the Imperial Conference."

### EARLIER TELEGRAMS.

#### THE ANGLO-FRENCH OFFENSIVE.

#### MANY AIR-FIGHTS ON BRITISH FRONT.

LONDON, Aug. 1. General Sir Douglas Haig reports:—There has been no infantry fighting and nothing of importance to-day.

Our aviators made several raids. They dropped seven tons of bombs on enemy communications and billets. A train was blown up, an ammunition depot was set on fire and a hostile aeroplane on the ground was destroyed. There were many air fights, and several enemy machines were felled damaged.

Three British machines are missing.

#### ENEMY'S FRUITLESS ATTEMPTS ON THE FRENCH FRONT.

PARIS, Aug. 1. A communiqué states:—The Germans north of the Somme continued their contact with the Hem wood and Montcaut farm, but all their attempts were fruitless.

We had the ground won. There was a fierce artillery duel east of the Meuse.

#### THE ADVANCE OF THE RUSSIANS. GERMAN PICKED TROOPS FIGHTING TO THE DEATH.

LONDON, Aug. 1. Reuter's Correspondent at British Headquarters reports:—There was a grilling heat when the Anglo-French troops again advanced. The fighting was the fiercest description. The Germans are stronger east of Trone's Wood, where they have massed their picked troops, who are prepared to fight to the death. They lost most terribly from our hurricane cannonade.

#### HUNGARIAN REGIMENT CAPTURED.

PETROGRAD, July 31. A communiqué states:—The Russian troops have advanced. In the fighting on the Stokhod they captured at the bend of the river the whole of the 31st Hungarian Regiment, including the Commander and the Regimental Staff. Elsewhere they captured 21 officers and 914 men and four machine-guns. The troops are pursuing the enemy in the direction of Brody. They have reached the rivers Irza and Seret.

#### GREAT ENEMY REPORTS.

LATER. A communiqué states:—In the Stokhod area the advance continues. The enemy's heavy guns bombarded Brody and the forts of the Beldurova.

There has been desperate fighting on the greater part of the front.

The enemy is everywhere making great efforts to retain its line of defence, and is calling up troops from every direction, even single battalions.

#### RUSSIAN INVASION OF HUNGARY.

BERNE, Aug. 1. Count Tisza, the Hungarian Premier, has returned to Budapest from the Carpathians. He admits that the Russians are invading Hungary.

#### THE OPERATIONS IN EAST AFRICA.

LONDON, July 31. It is officially announced that General Van der Venter has occupied Dodoma, on the Central Railway.

#### AIRSHIPS RAID ENGLAND.

LONDON, July 31. It is officially announced that a number of hostile airships before midnight crossed over the Eastern and South-Eastern coasts. They dropped bombs off the Thames estuary. Their attack is proceeding.

#### LATER.

It is officially announced that apparently a considerable number of airships took part in to-night's raid. They cruised for some time over Lincolnshire, Norfolk, Suffolk, Cambridge, Essex, Kent, and Huntingdon, and dropped bombs indiscriminately in localities of no military importance. Anti-aircraft guns at one spot came into action with it is believed, good effect, but details are lacking.

#### THE "WILHELMINA."

FLUSHING, July 31. The *Wilhelmina* has sunk. She carried 41 men and 60 women passengers and crew, who are now aboard the lightship tender. Some of these are injured.

The *Wilhelmina*, although almost cut in two, was kept afloat for hours by the aid of numerous barrels, which are now carried on all the Flushing steamers.

#### OBITUARY.

COLONEL SIR W. BISSET. LONDON, Aug. 1. The death is announced of Colonel Sir William Bisset, K.C.I.E., who served in the Afghan War of 1878-80 and was Government Director of Indian Railways from 1897 to 1901.

ADMIRAL SIR JOHN OMMANNEY HOPKINS. LONDON, Aug. 1. The death of Admiral Sir John Ommanney Hopkins is announced, aged 62 years.

#### KEEP IT HANDY.

IMMEDIATE relief is necessary in cases of cholera, dysentery, and diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be at hand. For sale by all Chemists and Storekeepers.

### THE FRYATT MURDER.

#### TROOPS HORRIFIED.

LONDON, Aug. 1. Reuter's correspondent at British Headquarters reports:—The murder of Capt. Fryatt has horrified the British soldiers. Everywhere the correspondent went he found the unanimous sentiment: "We will make the Germans pay."

#### DEMAND FOR IMMEDIATE ACTION.

LONDON, Aug. 1. Mr. Asquith's declaration on the execution of Capt. Fryatt has evoked a remarkable consensus of opinion in the Press on the desirability of an immediate Allied pronouncement that retribution will be exacted for the murder of Capt. Fryatt and the Lillo outrages and other crimes.

Various suggestions regarding the methods of punishment are made. These include the seizure of German property in the Empire, naming high-placed Germans, from the Kaiser and Bethmann-Hollweg downwards, to be tried, but the papers are mostly content to await the decision of the Allies, though they warn the Government that the nation is not in a mood to be satisfied with a procrastinating policy which would postpone punishment. It is taken for granted that the Kaiser will be brought to trial.

### U.S.A. PRESIDENCY.

#### JUDGE HUGHES ON BRAVE WORDS WITHOUT ACTION.

NEW YORK, Aug. 1. Judge Hughes, the Republican candidate for the Presidency, in a speech accepting nomination, said that he stood unflinchingly for American rights. There had been brave words, but they had not saved American lives, owing to the manifest lack of any disposition to back the words with action. If there had been direct and decisive representations, instead of the equivocal conversations, no American lives would have been lost through the sinking of the *Lusitania*. As regards the Teutonic plots, he accused the Administration of failing to have taken prompt and vigorous measures to check the utterly intolerable alien intrigues.

### FOREST FIRES IN CANADA.

OTTAWA, Aug. 1. The rain has quenched the forest fire, after a hundred square miles had been burned.

### SIDELIGHTS FROM GERMANY.

#### LINGUISTIC TALENT NOT PATRIOTIC.

#### A HUMILIATING GIFT OF TONGUES.

Privy Councillor Mathias, a well-known Berlin Nationalist, is one of those Germans who deplore the German habit of learning foreign languages. In this talent Germans "lower high" above all other peoples. "Perhaps Dutchmen, Swiss, Scandinavians and Russians beat us by a language," but "of the great nations" Germany ranks supreme in knowledge of languages. But in fact this distinction is one unworthy of a great people, and indeed harmful to German prestige. It is easy to understand why a little people like the Dutch must learn the speech of a great neighbour; or why the Russians, dependent for almost everything upon the outside world, should do so. But for a German it is unnecessary. It would be far better if Germans were "to unlearn" the foreign languages they know. They should "impose" their own magnificent speech upon the peoples that have dealings with them, as the English and French do. Only in that way will German make its way as a world-language. Every time a German uses another language than his own, he is injuring the interests of his home country. Here the Privy Councillor uses a quaint argument to show that the polyglot German humiliates Germany in the eyes of strangers. "Seldom does an outsider succeed in acquiring a foreign tongue with perfect mastery," he makes mistakes, especially in pronunciation, and such mistakes put the speaker in a humiliating position. The foreigner, whose language he mispronounces, unless he belongs to the enlightened minority, looks upon him with an instinctive contempt, or at best "with a sympathetic indulgence as he would upon a child." Hardly a role, he remarks, that is worth striving for. "Any pride that a German feels when he speaks a foreign tongue should be deemed by the simple fact that every waiter speaks several foreign languages fluently." No, lot Germans insist on their linguistic rights. "Abroad, in hotels, business firms and banks, let us in the future be unconditionally resolute that we shall be waited upon in our own speech." So will German march conquering forward as a world-speech. Already it exists in nucleus as an international language through the Jews, who in every country speak in Yiddish, a form of German.

### RINDERPEST IN THE PHILIPPINES.

The new cases of rinderpest reported from the 101 municipalities in 14 provinces infected with the disease for the week ending July 24, a Manila contemporary says, bring the total number of cases that have occurred since the beginning of the present year up to 12,469 and the number of deaths resulting therefrom to 9,699.

It makes the total new cases of the disease for the month of July alone 9,078 and the number of deaths 2,608, and the total of deaths known to have resulted from rinderpest since the outbreak of the disease in 1901 no less than 76,168.

The Director of Agriculture, Adriano Hernandez, has called to Saigon to the Pasteur Institute, asking for a supply of anti-rinderpest serum sufficient to inoculate 2,000 head of carabos. As the same time he has asked the emergency board to set aside an allotment of P2,220, to be made available immediately as a working fund, for the manufacture of more anti-rinderpest serum in the *Sancti Spiritus* laboratories. As the serum is supplied to owners of water cattle throughout the islands, the money derived from the sale of P2 per head for the inoculation is to be expended over again for the manufacture of more serum. This work is to be commenced as soon as the fund is made available.

### ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine cannot be overpraised for its effectiveness in relieving it. It is a sure remedy for all cases of cholera, dysentery, and diarrhoea. For sale by all Chemists and Storekeepers.

### THE MANILA CIGAR TRADE.

#### GREAT DEVELOPMENT IN TRADE WITH UNITED STATES.

"The Philippine cigar trade with the United States is looking up, developing rapidly beyond our greatest expectations," stated Collector Rafferty in analysing the figures for the first six months of this year. "Over last year," he continued, "we show an increase for six months of over 100,000 cigars. This means not only increased business for the factories but increased revenue for the government."

"When this Bureau began its investigation into the question of the failure of the tobacco trade with the United States, we were assured by the managers of the Manila factories that the cause of the trouble was due to those handling our cigars in the United States. Our investigations of the cigar trade in the United States, last year and this year, demonstrate very clearly that the failure of the cigar trade was not due in any great measure to difficulties encountered in the United States, but rather to the unfair competition of the factories amongst themselves in that territory and their most antiquated methods of distribution."

"The danger now is, that due to the efforts of the Governments extensive advertising campaign in the United States, that the demand for Manillas will exceed the supply, unless the factory managers here speed their organization and to the other things necessary to prepare to meet the reasonable demand of the trade."

"What the trade demands in the United States is regularity in business methods, quality, quantity, prices, and shipments of cigars. Our investigations show that they do not get this at all times and from all factories. Quoting from a letter of our agent of one of the greatest cigar dealers in the United States stated that he was tired of selling Manillas—the cheapest cigar that we export—and expressed a desire to take up the higher-priced cigars and develop a trade in it. I asked a local factory manager whether or not he was prepared to deal with this principle and to enter into a firm contract to supply them a million a month. He answered that he was not prepared to do it for the reason that the supply of necessary wrapper was not certain and for other reasons. Another big factory had no regular agent in the United States and yet they wanted the business."

"Looking down impartially as the head of this Bureau on the game of winning trade in the United States knowing the minds of the cigar buyers in that country and the trade secrets of the cigar sellers of Manila, I can state that the principal trouble with the cigar business is the unfair competition amongst the manufacturers themselves, and that so far as the handling of market in the United States is concerned, they have made a bad mess of it in the past and it is not much better now—Manila Collection."

### THE NEW AMERICAN NAVAL BASE.

#### Referring to the purchase by the United States of the Danish possessions in the West Indies, the Manila "Cable News" says:—

The proposition has its merits, for the Danish islands are close to Porto Rico and being situated in the approach to the Panama Canal, the acquisition of these islands would be of extreme importance to the United States for military purposes. To Denmark they can have no value. Twice in the past the United States Government has tried to purchase these islands from Denmark. The last time was a little over ten years ago when the terms by the United States were accepted by the Danish Commission. The lower house of the Danish Parliament ratified the sale but the upper house opposed it. Intimations were received by the Washington Government some time ago that Denmark was willing to resume negotiations for the transfer of ownership of these islands. This is an opportunity that should not be lost by the United States, inasmuch as the value of the islands to us has been enhanced tenfold since the Panama waterway was opened. The Danish West Indies are about 138 square miles in area and according to the gazetteer the population is approximately 25,000. The harbours are of strategic importance and therefore of value to the United States. The principal exports are sugar and fruits.

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An Unhygienic Mouth is a standing menace to health

### PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dentin thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

### PYORRHEA (Riggs' Disease).

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

### QUEEN'S DISPENSARY

Harper & Co., Ltd. 21 QUEEN'S ROAD, CENTRAL. HONG KONG.

THE ONLY EXCLUSIVE  
ENGLISH TAILORS  
IN THE COLONY.

Diss Bros.  
No. 1, WYNDHAM ST.  
Opposite Street  
ESTABLISHED 1860

"Only one can be best!" and the best isn't the "just as good" kind, is it?  
The best Roofing is

### "MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts: who will instruct or supervise FREE, and whose experience entitles them to your confidence. Use "Malthoid" as they recommend: then tell your friends what you think of it!

WATERPROOF!  
CHEAP!  
CLEAN!  
LIGHT!  
SAFE!  
DRAINPROOF!

Agents: BRADLEY & Co., Ltd.  
HONGKONG.

### FUTURE OF LONDON.

#### LORD DEVONPORT'S HOPEFUL TRADE FORECAST.

"The Port of London Authority has done its bit in this war," Lord Devonport, its chairman, recently told the London Society. At the beginning of the war, said his Lordship, they fitted out hundreds of transports, and on their return unloaded them. Among other special items of work they had transferred from bulk cargo boats to bags 10,000,000 bags of oats, each containing 80 lbs., to the troops. They had withdrawn from their rum rate, also for the troops, 2,000,000 one-gallon jars, and they had also packed all the tea consumed by the New Army during their training. With their wreck-raising plant they had also been able to bring into port many a mined or torpedoed vessel which, without their assistance, would never again have entered dock gates.

Since the war there had been an immense accession of business to the Port of London, resulting in a 50 per cent. increase in their warehousing business. London would have been in a bad way but for the extra accommodation they had provided which, permanent and improvised, had resulted in additional storage space for over 600,000 tons of goods.

Had it not been for the war, the first part of the programme the Authority planned would have been completed by now. The gigantic South Albert Dock, so magnificently constructed, would have been opened in August next, and would have added to the dock quay space four miles of new quays, more than four times the total of Limmington, the new, and greatest dock. This represented merely an instalment.

"There will be much to follow in the future, and it will be on a bigger scale," said Lord Devonport. "That I promise on behalf of myself and my colleagues. The North Albert Dock, when it comes to be made, will be immensely larger than the South Albert. It will be designed to take easily anything that ship designers can put into the water, so far as we can see now for the next 50 years. We started out as optimists; we believe in the future of London, and we believe that times will be great if we have the courage to carry out the great developments that are required from time to time."

### "I SHALL DIE AT SEA."

#### PROPHETCY OF 8 MONTHS AGO ASCRIBED TO "K. OF E."

The Toulon journal "Le Dis Toul" narrates the following anecdote concerning Lord Kitchener. When the War Minister came some three months ago to the British front he met at Dunkirk Commandant de Balacourt, to whom he mentioned that a "Jack Johnson" had dropped not far from him.

"That did not alarm me," said Lord Kitchener, "because I knew that I shall die at sea."

### "WOMEN FOOTMEN."

#### PASSING OF MALE DRAPERY HANDS.

"Does anyone suppose that, after the war, linen drapers' assistants will return to the shops and be content to hand ladies' gowns?" The Bishop of London asked the question at the Church House, Westminster, and answered it with an emphatic "No." He hoped they had seen the last of men in the prime of life fighting in the shops of London, and of women in great houses. He had tried women during the war, and they were much better. He hoped, in other words, that we should see men who had learned to live men's lives in these glorious days, refusing to live anything but a man's life after the war.

### To-day's Advertisements

#### NOTICE

#### THE DEUTSCH ASIATISCHE BANK

THE AUCTION SALE of the Leasehold Property belonging to the above Bank advertised to be held by Messrs. HUGHES and HUGHES on FRIDAY the 11th August, 1916 has been POSTPONED until further notice.

THE AUCTION SALE of the Office Furniture and Effects on the Ground Floor and Basement of the said Bank will be held on the Bank premises on the above-mentioned date at 3.00 p.m.

JOHNSON STOKES & MARTIN Solicitors for the Liquidators of the Deutsch Asiatische Bank Hongkong, Aug. 2, 1916.

(Continued on page 6)



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| For  | STEAMERS                                  | To SAIL              | Remarks  |
|--|---|----------------------|--|
| SHANGHAI   | NORE<br>Capt. D. Andrus                   | Daylight<br>4th Aug. | Direct<br>Service  |
| LONDON & BOMBAY via<br>SINGAPORE, PENANG,<br>COLOMBO, PORT SAID &<br>MARSEILLES                    | NOVABA<br>Capt. H. R. Harrington,<br>S.N. | Noon<br>11th Aug.    | Connecting at<br>Colombo with<br>Mail Steamer<br>Kaiser-i-Hind |
| SHANGHAI, MOI, KOBE<br>and YOKOHAMA  | MALTA<br>Capt. C. C. Tabor,<br>S.N.       | About<br>14th Aug.   | Direct<br>Service  |
| LONDON via SINGAPORE, (SOMALI)<br>PENANG, COLOMBO, Capt. L. D. Pinckney,<br>Port Said & MARSEILLES |   | about<br>15th Aug.   | Direct<br>Service  |

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to  
E. V. D. FARR,  
Acting Superintendent.

P. & O. S. N. Co.'s Office.

## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

AMERICAN LINE. FOR VICTORIA, TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOI, KOBE, KOKKAICHI and YOKOHAMA.  
"CANADA MARU" Capt. T. Suruga, Friday, 18th Aug. at 3 p.m.  
Committing Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM and COLOMBO.  
"SHINKOKU MARU" Wednesday, 16th Aug. at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.  
S.S. "YERIMO MARU" Friday, 4th August, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG and ANPING.  
S.S. "KAIKO MARU" Capt. Murakami, Sunday, 6th August, at Noon.

Calling at Tamsui via Swatow and Amoy.  
Proceeding to Anping and Takao via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

## MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMERS   | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 5th August                     | 27th August, at 11 a.m.      |
| EASTERN    | 13th September                 | 4th October, at 11 a.m.      |

The above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steamer-towns have Electric Fans. A daily qualified Doctor and Stewardess are carried. All steamers fitted with Wireless Telegraphy.

For further particulars, apply to  
GIBB, LIVINGSTON & CO.  
Agents.

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND  
AFRICAN LINE.  
Proposed sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta with On or about.

For Freight and further particulars apply to  
DODWELL & CO., LTD., Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS.  
(With liberty to call at the Malabar Coast).

FOR NEW YORK

S.S. BOLTON CASTLE On or about 26th August.  
It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to  
DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA (SOUTH SEA ISLAND S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang, and Sourabaya.

|  |            |
|--|------------|
| S.S. HOKUTO MARU, For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan | 20th Aug.  |
| S.S. RANU MARU, For Moji, Kobe, & Yokohama   | 22nd Aug.  |
| S.S. KIOJUN MARU, For Batavia, Cherbon, Samarang, Sourabaya, Macassar & Balikpapan | 14th Sept. |
| S.S. TOHMO MARU, For Moji, Kobe & Yokohama   | 16th Sept. |

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

| FOR                   | STEAMERS | TO SAIL           |
|-----------------------|----------|-------------------|
| SHANGHAI              | SWINGO   | Aug. 3, at 4 p.m. |
| PORT COURRET          | KWILLY   | Aug. 4, at 8 a.m. |
| SHANGHAI              | CARRY    | Aug. 5, Daylight  |
| HAIKONG               | SHENKANG | Aug. 8, at 0 a.m. |
| MANILA, CEBU & ILOILO | CHINSHU  | Aug. 8, at 4 p.m. |
| SHANGHAI              | LUCHOW   | Aug. 8, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE. Twin Screw Steamers "Chinshu," "Taming" & "Tein."

Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on-deck on "Taming" and "Tein."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenab," "Luchoo," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms.

Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Keesung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| For                  | STEAMERS  | To SAIL                      |
|----------------------|-----------|------------------------------|
| HAIKONG & HAIKONG    | TAKSANG   | FRIDAY, Aug. 4, at 7 a.m.    |
| MANILA               | YUENSANG  | SATURDAY, Aug. 5, at 3 p.m.  |
| SHANGHAI, KOBE & MOI | LAISANG   | TUESDAY, Aug. 8, Daylight    |
| MANILA               | LOONGSANG | SATURDAY, Aug. 12, at 3 p.m. |

RETURN TOURS TO JAPAN.

The steamers "Katsang," "Kamsang," "Loisang" & "Fuchang" leave about every 2 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yachang," "Kamsang" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Simporna, Tawau, Ulu, Kuching and Labuan.

Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & BANGCOO.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215.

Agents.

## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

## HOMEWARD.

| For | STEAMER | DATE OF DEPARTURE |
|-----|---------|-------------------|
|-----|---------|-------------------|

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub. 22.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class "Coach" Steamers—having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

| STEAMERS | CAPTAIN              | LEAVING                       |
|----------|----------------------|-------------------------------|
| HAIKONG  | Capt. J. S. Thomson  | FRIDAY, 4th August at 3 p.m.  |
| HAIKONG  | Capt. J. W. Evans    | TUESDAY, 8th August at 3 p.m. |
| HAIKONG  | Capt. W. C. Passmore | FRIDAY, 11th August at 3 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & Co.,  
General Managers.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer     | Tons & Speed    | Leave Hongkong                  |
|-------------|-----------------|---------------------------------|
| NIFFON MARU | 11,000-15 knots | Thurs. 3rd Aug. at 10.30 a.m.   |
| SHINYO MARU | 22,000-31 knots | Wed. 16th Aug. at Noon.         |
| PERUSA MARU | 9,000-14 knots  | Thurs. 21st Sept. at 10.30 a.m. |
| TENYO MARU  | 22,000-31 knots | Wed. 4th Oct. at Noon.          |
| DAIKEN MARU | 9,000-14 knots  |                                 |
| KWANTO MARU | 8,000-12 knots  |                                 |

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £130.

New York £25. San Francisco £24.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamers Tons & Speed

ANYO MARU 18,500-15 knots Tues. 12th Sept. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI AGENT.

Telephone 231. KING'S BUILDING (Opposite Blake Pier).

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | SAILING DATE |
|-------------|----------|--------------|
|-------------|----------|--------------|

|   |  |                                |
|---|--|--------------------------------|
| LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE | SHUWA MARU, Capt. Sekiguchi, Tons 21,000 | THURSDAY, 3rd August, at Noon. |
|   | SATSUTA MARU, Capt. Ito, Tons 16,000     | THURSDAY, 10th Aug. at Noon.   |

|   |   |                                |
|---|---|--------------------------------|
| VICTORIA, B.C. & SEATLE via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA | SEMAKURA MARU, Capt. Kusano, Tons 12,400  | TUESDAY, 8th August, at 4 p.m. |
|   | YOKOHAMA MARU, Capt. Shimobe, Tons 12,500 | WEDNESDAY, 30th Aug. at 4 p.m. |

|  |  |                               |
|--|--|-------------------------------|
| SYDNEY and MELBOURNE via MANILA, TRURDAY ISLAND, TOWNSVILLE and BRISBANE | SAKI MARU, Capt. K. Yoshikawa, T. 12,500 | TUESDAY, 15th Aug. at 11 a.m. |
|  | TANGO MARU, Capt. Takano, Tons 12,500    | TUESDAY, 15th Sept. at 4 p.m. |

|   |  |                             |
|---|--|-----------------------------|
| COLOMBO via SINGAPORE, PENANG & BANGCOO | JINSEN MARU, Capt. Takahashi, Tons 8,500 | FRIDAY, 7th Aug. at 10 a.m. |
|---|--|-----------------------------|

|   |                                      |                        |
|---|--------------------------------------|------------------------|
| BOMBAY via SINGAPORE, MALACCA and COLOMBO | BANGCOO MARU, Capt. Mori, Tons 8,000 | WEDNESDAY, 9th August. |
|---|--------------------------------------|------------------------|

|                           |  |                                |
|---------------------------|--|--------------------------------|
| NAGASAKI, KOBE & YOKOHAMA | ITANCO MARU, Capt. Takano, Tons 12,500 | SATURDAY, 12th Aug. at 10 a.m. |
|---------------------------|--|--------------------------------|

|                           |  |                              |
|---------------------------|--|------------------------------|
| SHANGHAI, KOBE & YOKOHAMA | SEMIYAZAKI MARU, Capt. Tanaka, Tons 14,000 | MONDAY, 14th Aug. at 10 a.m. |
|---------------------------|--|------------------------------|

|                      |  |                   |
|----------------------|--|-------------------|
| SHANGHAI, MOI & KOBE | YETOROKU MARU, Capt. Ogata, Tons 8,000 | FRIDAY, 11th Aug. |
|----------------------|--|-------------------|

|                 |                                      |                        |
|-----------------|--------------------------------------|------------------------|
| KOBE & YOKOHAMA | KENSHIN MARU, Capt. Kawa, Tons 4,000 | WEDNESDAY, 2nd August. |
|-----------------|--------------------------------------|------------------------|

## EASTBOUND NEW YORK LINE via PANAMA CANAL.

(CARGO ONLY).

|   |                                       |                                |
|---|---------------------------------------|--------------------------------|
| NEW YORK via SINGAPORE, DUBAI, CAPE TOWN and SANTOS | WAKASA MARU, Capt. Iwano, Tons 12,000 | Sails from KOBE Middle August. |
|---|---------------------------------------|--------------------------------|

Wireless Telegraphy.

For further information apply to

NIPPON YUSEN KAISHA.

H. MORI, Manager.

Telephone No. 27 & 28.

## SHIPPING

## P. &amp; O. S. N. Co.

STEAM FOR STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER-RANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NOVABA," Captain H. R. Harrington, is carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 11th August, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Kaiser-i-Hind" from Colombo. Passengers accommodation in high vessels secured before departure from Hongkong. Silk and Vanasias and Island Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer "Kaiser-i-Hind" direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. "Calcutta" due in London about 25th September, 1916.

Parcels will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. V. D. FARR,  
Acting Superintendent.

Hongkong, July 29, 1916.

AMERICAN & MANCHESTER LINE.  
FOR BOSTON AND NEW YORK via PANAMA CANAL.

THE Steamship "CITY OF NAPLES," Captain PINE, will be despatched for the above ports on 15th August, 1916.

For freight and further particulars apply to  
THE BANK LINE LIMITED,  
General Agents.

Hongkong, July 18, 1916.

HONKINGLYKE PAKETVANT MATSCHAPPI.  
OF BATAVIA-JAVA.

NOTICE TO CONSIGNEES.

THE S.S. "VAN LINSCHOTEN" having arrived from SINGAPORE

CONSIGNEES of Cargo by her are hereby notified that all Goods are being landed at their risk into the warehouse and extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

ALL CARGO FROM DELI, PENANG AND SINGAPORE, ORIGINALLY LOADED by the s.s. "Jacob" (voy. 8) has been brought forward by the above vessel and will be delivered against the documents issued for s.s. "Jacob" (voy. 8).

Goods not cleared by August 1st will be subject to rent.

All broken, chipped and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on August 2nd at 10.30 a.m. Claims against the steamer must be presented in writing within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by  
JAVA-CHINA-JAPAN, LYN,  
Agents.

Hongkong, July 29, 1916.

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship "NIPPON MARU,"

The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter signature, and to take immediate delivery of Cargo from Hongkong. Consignees of goods and passengers on SATURDAY, 26th July at Noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undischarged on 26th August at 5 p.m.

No Fire Insurance will be effected by us in any case whatever.

No Claims will be recognized if filed after the 17th August, 1916.

K. DOI AGENT.

Hongkong, July 29, 1916.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. "KIMSAIG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the warehouse and extra hazardous Goods of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th August, will be subject to rent.

All broken, chipped and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Godd







## SHIPBUILDING ACTIVITY IN THE UNITED STATES.

The immense activity of the shipbuilding industry in the United States is indicated, says the "Times," by official figures now received in this country of the steel merchant vessels under construction on May 1. The total number was 388, of 1,130,011 tons. This tonnage is more than double that launched in the United Kingdom during the whole of last year, which was 650,919. According to Lloyd's Register the total output of the United States during 1915 was only 84 vessels, of 277,480 tons, and in 1914 was only 25, of 200,782. The tonnage now under construction is therefore more than four times the production for the whole of last year and more than five times that of 1914.

Of the shipping now building, the great bulk, or 321 vessels, of 804,584 tons, are intended for sea-water trades, and 127, of 174,430 tons, for freshwater trades. Classified according to trades, cargo vessels, numbering 103, take first place with a gross tonnage of 484,654 while the gross tonnage of 67 oil tank vessels is only slightly lower at 459,000.

## To-day's Advertisements

## PUBLIC AUCTIONS.

By direction of the Liquidators of the Deutsch Asiatische Bank Messrs. Hughes and Hough will sell by Public Auction.

## FRIDAY,

the 11th day of August, 1916, at 2 p.m., within the building No. 7, Queen's Road Central, Victoria, Hongkong formerly the premises of the Deutsch Asiatische Bank.

The Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement of the said premises.

## As follows:—

Four Large Fire Proof Safes, Combination Cabinet Safes, Large and Small Desks, Bookcases, Teakwood Seats and Stools, Leather-covered Upholstered Duck and Arm-chairs, Sofas and Settees, Clocks, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Waggon, etc., etc. Ceiling Fans, Electric Lamps, powerful Electric Ceiling Lamps, Heating and Desk Lamps, etc., etc.

(Full Particulars from Catalogue.) On view from Friday, 4th August, until day of sale.

Terms:—Cash.

JOHNSON, STOKES & MASTER, Solicitors.

For the Liquidators of the Deutsch Asiatische Bank HUGHES & HOUGH, Auctioneers.

Hongkong, Aug. 2, 1916. [889]

## OVERLAND CHINA MAIL

THE WEEKLY EDITION OF THE CHINA MAIL.

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 30 cts. (Cash) per Copy.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the "Star" Police Basin at Tsim Sha Tsui during the years 1887-9-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

August 2nd to 9th, 1916.

High Water. Low Water.

Time. Height. Time. Height.

Aug. 2. 10.11 a.m. 12.5. 1.15 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 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1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 p.m. 1.5. 8.30 p.m. 1.5. 9.15 p.m. 1.5. 10.00 p.m. 1.5. 10.45 p.m. 1.5. 11.30 p.m. 1.5. 12.15 a.m. 1.5. 1.00 a.m. 1.5. 1.45 a.m. 1.5. 2.30 a.m. 1.5. 3.15 a.m. 1.5. 4.00 a.m. 1.5. 4.45 a.m. 1.5. 5.30 a.m. 1.5. 6.15 a.m. 1.5. 7.00 a.m. 1.5. 7.45 a.m. 1.5. 8.30 a.m. 1.5. 9.15 a.m. 1.5. 10.00 a.m. 1.5. 10.45 a.m. 1.5. 11.30 a.m. 1.5. 12.15 p.m. 1.5. 1.00 p.m. 1.5. 1.45 p.m. 1.5. 2.30 p.m. 1.5. 3.15 p.m. 1.5. 4.00 p.m. 1.5. 4.45 p.m. 1.5. 5.30 p.m. 1.5. 6.15 p.m. 1.5. 7.00 p.m. 1.5. 7.45 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